

JANUARY 2020

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE
NATIONAL

Falcon

NEWS



Ruth Marek

**1965 FALCON SPRINT CONVERTIBLE
TOM BOTKIN (FCA #405)
LAKEWOOD, COLORADO**

ON THE COVER

This month's cover photo is an "Editor's Choice" photo chosen from among the many photos we received after our 2019 National Meet. The photographer is Ruth Marek. We especially loved the stark contrast of the blue car against the dark green forest background. Thank you Ruth for this beautiful shot.

This 1965 Falcon Sprint convertible is owned by Tom Botkin of Lakewood, Colorado. He found and bought the car in late 1981 or early 1982 on West Colfax Avenue in Lakewood where he and wife Ann still live today. He previously had a 1963 Sprint convertible and was in love with FALCONS. At the time, he had no idea this car was a rare bird. The first time he saw another 1965 Sprint convertible was at the first Kansas City National in the 1980s. They were owned by his now good friends—Ken Kenoyer and Ken Kowalk. "My car may not look brand new, but that is how I like it, very original in many ways.

IMPORTANT MEMBER INFORMATION

For 2020, the FCA is introducing a new membership program to track applications and renewal. This is being done to process your renewals and make changes to your membership faster. While the old system serviced us well, the current membership database has been in place for over 25 years and the program is no longer supported.

There are over 17,000 on the FCA membership rosters. There are approximately 2,900 active members in the FCA. With every new process there are bound to be hiccups. In translating the old membership database there have been some transcription errors.

As you renew your membership please verify that your information is correct. If it is not please send us a notice at: <https://www.falconclub.com/contact/update/>.

Thank you for patience and consideration in this process.

—Denise Sword, Membership Secretary
membership@falconclub.com

FROM THE EDITOR

This month's issue begins a new format—24 pages of color sent to you in a wrap. We have listened to you as you've written in and said your magazines were damaged in the delivery process. We hope this will solve that problem and provide you with an enjoyable monthly read. The Regional information as well as the Board of Directors/Officer information is available at falconclub.com and we will rotate other information as space allows. We are addressing how to include the Registration Forms for Regionals/Nationals as we go forward. We'd love to hear your feedback or ideas.

Don't forget to send your photos and/or articles to editor@falconclub.com or mail them to FCA Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Thanks!

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.

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CALENDAR OF EVENTS

March 20–21, 2020

**Bon Temps Regional
Port Allen, Louisiana**

Hosted by Le Bon Temps Chapter

May 1–2, 2020

**2020 KCFCA Regional
Shillington, Pennsylvania**

Hosted by Keystone Chapter

July 23–25, 2020

**FCA 41st National Meet
Dayton, Ohio**

Hosted by Ohio Valley Chapter

September 11–12, 2020

**Mid America Regional
Branson, Missouri**

Hosted by Mid America Chapter

October 2–3, 2020

**2020 Pacific Regional
Sacramento, California**

Hosted by River City Chapter

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to fca.editor@yahoo.com and admin@falconclub.com.

**To access the online magazine,
technical articles, and membership
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**THE
NATIONAL** *Falcon*
NEWS

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

PRESIDENT'S MESSAGE



Jim Guthrie, FCA President

I hope you and your families have had a wonderful Christmas Holiday. The new year is upon us and it is time again to begin making plans for 2020. Regional events will begin in March and will continue throughout the spring, summer and fall.

While you are busy with preparation of your Falcon or Ranchero, I'd like to ask you to consider what assistance you might provide to your local chapter of FCA. From the planning and execution of regional and national events, to cruises and car shows, many of you are heavily invested in your chapters and for that we are all grateful. If you are not involved with a chapter, please let us know what your interests are and we will hook you up.

Beginning with this issue, you will see that some changes have been made in The National Falcon News and other changes may be coming. The costs for publishing and postage have risen to a degree that new efficiencies are necessary to keep costs down. We intend to provide all of the same excellent news and information in a more compact magazine and electronically through our website. Please let me know what you think and offer suggestions.

I have received a number of comments from members on a variety of issues and I want to pledge to you that each will be considered and will be responded to as timely as possible. As always, I am available at 816-288-7469 or guthriejasr@gmail.com.

Again I want to wish you a joyous holiday season and a happy new year. Get those projects started, completed, or polished and get ready for the road, and don't forget to take a kid along.

—Jim Guthrie (FCA #12897)
Greenwood, Missouri

SOMETIMES YOU FIND THE CAR SOMETIMES THE CAR FINDS YOU

BY JOHN VIEIRA

It all started with a phone call from Mike, my best friend of 40 years. “I got you a car” was his opening line. Mike was a “hunter” and always looking for deals on vintage cars to add to his collection of Fords, Chevys and VWs. I knew that this call meant Mike had found a car that really did not fit his collection and would need to find it another home. I quickly assumed there had previously been an internal negotiation between Mike and his more than understanding wife, who tolerates five to eight cars sitting around their house at any one time.

I knew Mike never bought “at the top of the market” and his keen eye would always gravitate towards the car that needed help—the ultimate barn find. Picture a 1956 T-Bird with no wheels, doors, engine or anything else of value on it. Mike got it for \$500, rebuilt it and now proudly has a beautiful black T-Bird in his garage.

I pretty much knew my “new” car would not be mint and would need some love (and money) to get it back on the road. But, I had a car! Now I needed some questions answered. *What kind of car did I now have?* A 1960 Ranchero. *Did it start?* Yes! *Does it need some work?* Yes!

Money was never discussed but suitable sums were soon transferred. Mike had my back and one hand was washing another. He needed to find a home for his latest Barn Find, and he knew I wanted a vintage car, but could not take that leap on my own. So, Mike, in all his wisdom, took me to the ledge of vintage car ownership, had me look over the edge, and then pushed.

I now own a 1960 Ranchero. *But what did I really own? Perhaps a car that needed a little help? Rusted floor pans?* Check—got those. *Rusted quarter panels?* Yep, both sides. *Bench seat made of springs, and only springs?* Double check—yes! *Three on the tree, a tired 144 straight six and a muffler with holes?* Correct, and they are all there.

As Mike would repeat a hundred times: “It is what it is; don’t try to turn it into something it isn’t.”

I looked at the Ranchero and saw the most beautiful car in the world and hugged Mike with tears in my eyes. Never had anyone ever graced me with a car with so much potential, and a car that was begging me, with foggy puppy eye headlights—at least with the one that worked—to bring it back to its glory.

Over the next four years it sat, got worked on, sat some more, got a muffler, then sat some more, new floor pans, tune up, some rust removal, blanket over the bench seat, and finally my baby was ready to drive it home. Mike drove it, and I followed in the truck, because we didn’t really know for sure if we’ make it to my house.



Finally my Ranchero was at my house, where I could really get into the restoration. However, I made the mistake of noticing a guy across town who had a lot of Falcons parked in his driveway. On a bike ride one day I stopped by. "Hi fellow Falcon owner," I said with the "I am one of you" tone in my voice. Unfortunately neighbor Steve saw a guy on a bicycle, who he didn't know, trying to talk cars with him. It did not go well so I upped my game. A couple of months later, I got the Ranchero started and drove it by Steve's. I caught "Falcon Steve" as I called him outdoors so I pulled up and repeated my cheery "Hi fellow Falcon owner." This time I got a different response.

I was driving around in an almost white (more like rusty white with black spots) Ranchero, with a blanket over the seat, a hood made of rust, no trim, no headliner, dings and dents all around. Steve's first statement after taking a long look was, "Not bad!" "The body is straight, the rust will blow right off and this other stuff is just cosmetic." Mike had already told me a million times the exact same thing.

Steve and his family own five or six Falcons and he is always rebuilding two or three at a time. It turns out he is a really a "world renowned" expert in rebuilding Falcons.

So I, just by dumb luck, had just hooked up with the Leonardo da Vinci of Falcons. A true artist who could help me transform my rust bucket into a proper running car.

I asked what he thought I should do with this car. His answer scared the crap out of me. He suggested I gut it, V8 it, and turn it into a show car. It was too much for me and I, very slowly, putt-putted away to figure out my next steps.

For the next year I tinkered and did what I could, but the project was too big and my time too limited and my skills too weak to really show much progress.

The next chapter started with a call from Falcon Steve. "I got you an engine" he said. He was too excited to get all the words out in a logical manner, but over time, the full image revealed itself, and I understood why Steve was excited.

Falcon Steve had found on Craigslist a car he had just rebuilt the year before. The guy who paid for the rebuild got sick, sold it, and the new owner was gutting it, V8'ing it, and wanted to turn it into a hot rod show car. So, all the work that Steve put into it was now on Craigslist for sale. A rebuilt 200 straight six, a C4 automatic, new wheels

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SOMETIMES YOU FIND THE CAR; SOMETIMES THE CAR FINDS YOU

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and tires and a complete '64 front end suspension. Steve's throw down to me was "either you buy it, or I will."

I called my buddy Mike and the next day we found ourselves driving south with a pocket full of cash to bag us as much as we could get. We got it all. As we were driving away with the back of the truck loaded to the brim with Falcon parts, Mike turned to me and calmly said, "You just stole that engine." Since my once-full wallet was now empty, I'm not sure that was entirely correct, but I will admit it was a hell of a deal.

So, now I had truly entered the inner circle with Falcon Steve. *1960 Ranchero in need of restoration? Check! A truck load of Falcon engine, tranny, and front end parts? Yep! A strong desire to get this car rebuilt and on the road? 100% yes. Enough cash to make it happen (please do not tell my wife). Yes!!!*

The next phase of the project had now started. Falcon Steve was just about to retire and my car was going to be his first retirement project. I found that we worked really, really well together. Steve did all the work, told me what he needed, and I would source the parts and spend the money. A big shout out goes to Jeff at Falconparts.com.

It was going very well, but I started to realize that this might be the only vintage car I might ever own, so, I really should do it the way I want. Not just settle to get it back on the road, but get it back on the road as "my car." I wanted it to be around for my kids to fight over and someday be auctioned off as a *pristine example of early era 1960 engineering of the now obsolete gas engine Ford Ranchero*. So, I opened the wallet wide and made it happen.

Instead of just "getting it running" we opted for an engine swap, a complete rebuild of the front end suspension, and new leaf springs. We added a retro AC unit, moved the battery to the bed as there was no room in the engine bay once the AC was installed. A new wiring harness was installed, including fuse block, we rebuilt the steer column to switch to automatic, and horns, headlights, and 1964 tail light covers were added, and on and on it went. If it came off the car, it got rebuilt or replaced. Custom metal work was required to get the AC condenser in and custom transmission mounts to get a 1964 C4 tranny into a 1960 that had a three-speed manual.



Falcon Steve introduced me to his buddy Al, who was driving the most beautiful 1960 Ranchero I had ever seen. It almost did me in. My jaw dropped, my camera came out and two hours later, I was still in a state of not believing what I was seeing. I was so used to seeing my car, in various states of rust, disrepair and parts everywhere that I could not envision my car looking like Al's. I asked him one question and his answer made my head explode. "So Al, what did your car look like when you first started the build?" "Just like yours," was his reply.

While I'll never try to get my Ranchero like Al's show quality one, it still was "game on." for me. It was now easy to envision what the car really could be. Like Mike said, "It is what it is; don't try to turn it into something it isn't."

And what it was—a good example of a 1960s era Ranchero that was going to have a complete new drive train, tires and wheels, front and rear suspension and AC. I still needed to restore the undercarriage, replace and rebuild many rusty bits, and add new quarter panels, bead blast the worst of the rust, get it primed, painted, add new glass, door and window seals. Then it will need a headliner, carpets and a radio, and it will be done!

Whew! That's where the story ends for now. You will need to check in with me in a couple of years so I can let you know how it is going.

Sometimes a car finds you. My first car was a 1963 Ford Econoline Van I purchased from my shop teacher. I loved that van, but traded up to a 1960 Ford half-ton stepside truck I bought from a friend. Then came the "Fredmobile," a 1996 Ford Taurus named after my boss Fred who sold it to me. For some reasons Fords find me. I didn't go looking for any one of them. They were just there, presented to me as a car I could buy, and I bought them. And, I liked them all. Along the way, I sold each one.



Continued from page 8

So when Mike said "I got you a car," of course it had to be a 1960s era Ford. These cars are now in my blood. While I have never chosen them, they have chosen me. The one big difference with this Ford is that I am never going to sell it. I am now older and more mature and realize my destiny. I am a Ford guy. I am a Falcon Guy. I am going to be "that guy" who people around my town know as the guy who drives around in "that old car." And, I am fine with that.

Mike understood that about me. He understood I needed a car to lovingly bring back to life and he probably knew I would not (or could not) do it on my own. So "1561," as I have named my Ranchero, for reasons important to me, has found me, finally. And I am glad it did.

Mike's wife (bless her heart) is so happy that the Ranchero is at my house and not still at their house. This whole event has only proven how slick Mike is. He kept his wife happy, made me happy, and he even got to help, participate in, and be proud of the rebuild of a barn find that he found. Everyone wins in this story, especially my Ranchero, which was saved from the scrap heap. So, sometimes you find the car; sometimes the car finds you. This Ranchero found me and "1561" and I are going to be bros for life.

—John Vieira (FCA #17074)
Novato, California

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BY THE NUMBERS: 1963 FALCON PRODUCTION

BY WALLY TIRADO

I have become quite fascinated with Falcon production numbers. It all started while reviewing the production statistics of the Falcons on the FCA website. Some production numbers were actually inaccurate, others were not provided all.

I had the most fortuitous email conversation with John Gunnell the author of "Standard Catalog of Ford." He graciously provided me detailed production figures that included (I6 vs. V8) engine production numbers of most Falcon models 1960 through 1968. This series of articles are a culmination of those conversations and my own research.

The following is the most accurate production numbers for 1963 Falcons. The last time these numbers were published was in the March 1980 issue of *The National Falcon News* and without engine figures.

By the end of this series of articles, the production figures will be the most accurate to date. Please do not contact me in advance of the publication of the complete series; I am unlikely to have the complete numbers organized prior to publication.

1963 62C



1963 63C



Sources: "Standard Catalog of Ford, 4th Edition" by John Gunnell; "The Production Figure Book for U.S. Cars" by Jerry Heasley
"Ward's Automotive Catalog" 1964

1963 FALCON PRODUCTION

Body	Serial	Body Type			Six	V-8	Total
54A	02	Four-Door Sedan	Bench	Standard	59,983	2,382	21,027
54B	16	Four-Door Sedan	Bench	Futura	28,929	2,807	31,736
59A	21	Two-Door Wagon	Bench	Standard	7,024	298	7,322
59B	23	Two-Door Wagon	Bench	Deluxe	3,980	289	4,269
62A	01	Two-Door Sedan	Bench	Standard	68,429	2,201	70,630
62B	19	Two-Door Sedan	Bench	Futura	15,298	1,376	16,678
62C	19	Two-Door Sedan	Buckets	Futura	9,794	550	10,344
63B	17	Two-Door Hardtop	Bench	Futura	11,124	6,400	17,524
63C	17	Two-Door Hardtop	Buckets	Futura	7,449	3,523	10,972
63C	17	Two-Door Hardtop	Buckets	Sprint	0	10,479	10,479
71A	22	Four-Door Wagon	Bench	Standard	17,595	889	18,484
71B	24	Four-Door Wagon	Bench	Deluxe	21,177	2,300	23,477
71C	26	Four-Door Wagon	Bench	Squire	6,068	740	6,808
71D	26	Four-Door Wagon	Buckets	Squire	1,299	162	1,461
76A	15	Convertible	Bench	Futura	16,091	2,851	18,942
76B	15	Convertible	Buckets	Futura	10,690	1,560	12,250
76B	15	Convertible	Buckets	Sprint	0	4,602	4,602
Total 1963 Falcon Production (Excluding Ranchero, Delivery and Econoline)					302,563	43,409	345,972

1963 Factory Equipment

	Units	Percentage
Automatic Transmission	174,716	50.5%
Four-Speed Transmission	27,678	8.0%
V8 Engine	43,247	12.5%
L6 Engine	302,726	87.5%
Radio	177,830	51.4%
Heater	326,252	94.3%
Power Steering	9,341	2.7%
Power Back Window	16,261	4.7%
WhiteSideWall Tires (WSW)	174,716	50.5%
Windshield Washers	83,033	24.0%
Tinted Glass Windshield (WS)	74,038	21.4%
Tinted Glass + WS	6,573	1.9%
Backup Lights	85,455	24.7%
Air Conditioning	5,882	1.7%
Seat Belts	35,635	10%
Bucket Seats	50,166	14.5%



1963 76A



1963 76B

CAN THIS BE THE ONLY ONE?



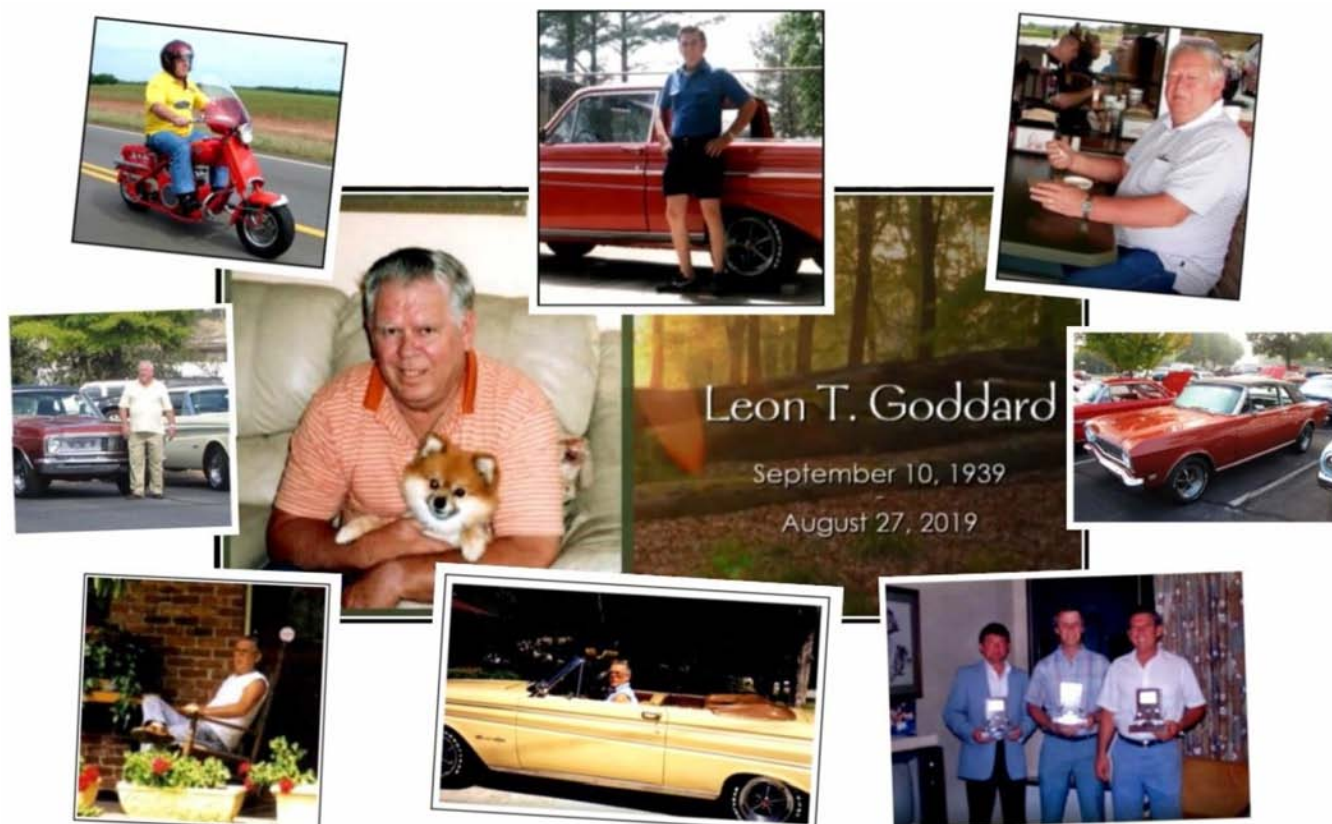
I was inspired to write after reading the “Pick Your Color” article in the November 2019 issue. Ok, I’ll get right to the point. Has anyone ever seen or heard of a 1964 Falcon with a factory paint code SM? My car came from the factory painted Cascade Green with a Wimbledon White top. I have never seen another Falcon with these colors and I’m wondering if there are others out there. I have researched the internet extensively and have yet to find another example painted this way. From what I’ve gathered Cascade Green was a T-Bird only color in that year but, I can find examples of early Mustangs wearing this same paint. I know that Ford didn’t keep many records regarding these types of details in those days so I thought I’d see if any of my fellow Falcon Club of America members might have any insight. I did have the car repainted roughly twenty years ago and we tried to stay true to the original colors.

My father purchased this car new on April 17, 1964 from Schulte Ford in Glen Burnie, Maryland, near Baltimore. This was his first new car and he saved all the paperwork including the original window sticker. When I asked him about the colors, he simply said that it was the “prettiest car on the lot.” He gave me the car when I turned sixteen and it’s been with me ever since. There’s quite a lengthy story behind this beauty but I’m going to save that for another time. For now, my father and I are proud of the fact that it’s a unique car with a very uncommon factory paint code. Feel free to email me with any comments or information. Thanks.

—Greg Griffith (FCA#15890)
Garden Valley, California
gvgrif@gmail.com

In August, the Southeast Chapter lost one of the family,
but those who are loved, will never be forgotten...

IN FOND MEMORY OF LEON GODDARD



Leon T. Goddard (FCA #2371), beloved husband, father, and "PeePaw/Poppy," passed away peacefully at his home in Tucker, Georgia on August 27, 2019 surrounded by his wife and family. In 1961, he went to work with Irvindale Farms, delivering milk to stores. Later, he began driving tractor trailers, delivering throughout the Southeast for Flav-o-Rich. He continued to work for the same company a total of 35 years, attained the One Million Mile Safety Award before retiring in 1995.

Leon had a great passion for cars and motorcycles, and scooters. He had a large number of classic cars throughout his life, loving to restore them, and in particular

Ford Falcons. He won numerous awards at car shows throughout the country. His passion also involved the Cushman Scooter Club, and taking rides with his friends and club members as often as he could. Leon was always proud of his family. He is survived by his wife of nearly 62 years, Betty, three children, five grandchildren, and three great-grandchildren, as well as many extended family members and cherished lifelong friends.

—Submitted by Bobby Chester (FCA# 9118)
Southeast Chapter Newsletter Editor



The Mason-Dixon Gettysburg Fall Regional was held on September 6-7, 2019 at the Sleep Inn located in Emmitsburg, Maryland. There were 93 Falcons present, and 180 people attended and in total, we had Falcons from 20 different states and attendees from 22 states.

We were blessed with beautiful weather for the entire weekend, even with a severe hurricane making its

way northward along the Atlantic coast. On Friday afternoon, the group was treated to a Guided Cruise/Tour through the Gettysburg Battlefield with 106 FCA members participating.

We had a licensed Battlefield Guide embedded with our Falcon group, riding with Ed Sickles in his 1964 Futura convertible. The Cruise/Tour were set up with four main stops at key points of the Battle of Gettysburg. Our orange-vested traffic

guides kept traffic flowing in the right direction, as the Falcons navigated the twists, turns, and one-way roads of the Gettysburg Battlefield National Park. FCA Member and concert violinist Cindy Dapore provided period related violin music as we moved from our cars to the gathering area, then the Battlefield Guide shared with the group what was significant about this particular part of the battle and where the various troops were in that scene. It was a very enlightening tour, and also humbling to hear about the historic aspects of

MASON DIXON FALL REGIONAL GETTYSBURG, PENNSYLVANIA

BY CHERYL AND KEN HOLQUIST

PHOTOS BY CHERYL HOLQUIST, BRIAN RIGNEY, DIANE VARRICCHIO, AND OTHERS



the Battle at Gettysburg. We all came away with a newfound awareness of the hallowed ground we had just visited.

At the end of the Cruise/Tour, we were treated to a great meal at General Pickett's Buffet which is located just a short distance from the final stop of the Cruise. There was plenty of good food and fellowship for all.

Fifty-eight cars had been signed up for the Battlefield Tour, and we had to request that folks double up in cars because we only had parking space for 38 at some of the Battlefield stops.

The show field at the Sleep Inn was set up as open parking. Participants

were offered their choice of parking on the hard surface parking lot or on the grass area adjacent to the main parking area. There was a good-sized grass median between the two parking areas allowing canopy tents to be erected. A "tent city" provided shade, lots of room for mingling—a perfect setting to "pull up a chair and visit" with old friends, and an opportunity to make new ones.

Our Hospitality Volunteers cooked and served more than 40 pounds of pulled pork, pulled chicken, sloppy joes, and barbecued ham, as well as accompanying side dishes. On Saturday, Ed Sickels and his helpers cooked hamburgers and hot dogs for the lunch meal,

and on Saturday evening, a Pizza Party was followed by an Ice Cream Social.

On Saturday, at the beginning of the Awards Ceremony, all military veterans in attendance were honored and the attendees gave them a standing ovation, followed by the playing of our National Anthem. All first-time attendees to an FCA Regional Show were also recognized, and there was quite a group of them. A handful of younger folks attending their first regional made it extra special. Several seasoned veterans of the FCA took it upon themselves to take these guests under their wing and help them to feel welcomed, while introducing them to others in the group. The Gettysburg Regional event proved to be a great

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MASON DIXON FALL REGIONAL



Continued from page 13

opportunity to grow the Mason Dixon Chapter by adding 12 new members. We welcome them all, and value their interest in becoming part of the Falcon family! We want to thank all who traveled to and attended this show. You were the stars of the show. Thanks so much for coming.

—Cheryl & Ken Holquist
(FCA #13968)
Carlisle, Pennsylvania







BATTLE OF GETTYSBURG

Fought over the first three days of July 1863, the Battle of Gettysburg was one of the most crucial battles of the Civil War. The fate of the nation literally hung in the balance that summer of 1863 when General Robert E. Lee, commanding the "Army of Northern Virginia," led his army north into Maryland and Pennsylvania, bringing the war directly into northern territory. The Union "Army of the Potomac," commanded by Major General George Gordon Meade, met the Confederate invasion near the Pennsylvania crossroads town of Gettysburg, and what began as a chance encounter quickly turned into a desperate, ferocious battle. Despite initial Confederate successes, the battle turned against Lee on July 3rd, and with few options remaining, he ordered his army to return to Virginia. The Union victory at the Battle of Gettysburg, sometimes referred to as the "High Water Mark of the Rebellion" resulted not only in Lee's retreat to Virginia, but an end to the hopes of the Confederate States of America for independence.

The battle brought devastation to the residents of Gettysburg. Every farm field or garden was a graveyard. Churches, public buildings and even private homes were hospitals, filled with wounded soldiers. The Union medical staff that remained were strained to treat so many wounded scattered about the county. To meet the demand, Camp Letterman General Hospital was established east of Gettysburg where all of the wounded were eventually taken to before transport to permanent hospitals in Philadelphia, Baltimore and Washington. Union surgeons worked with members of the U.S. Sanitary Commission and Christian Commission to treat and care for the over 20,000 injured Union and Confederate soldiers that passed through the hospital's wards, housed under large tents. By January 1864, the last patients were gone as were the surgeons, guards, nurses, tents and cookhouses. Only a temporary cemetery on the hillside remained as a testament to the courageous battle to save lives that took place at Camp Letterman. Removal of the Union dead to the cemetery began in the fall of 1863.

It was President Abraham Lincoln who provided the most notable words in his two-minute long address, eulogizing the Union soldiers buried at Gettysburg and reminding those in attendance of their sacrifice for the Union cause, that they should renew their devotion "to the cause for which they gave the last full measure of devotion."

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1952-1959 Ford / Edsel / Merc	includes 1960-70 Comet	1957-1966 Ford Pickup	1939-1964 Ford Tractor
1955-1979 Thunderbird	1960-79 Ranchero / 1968-71 Torino	1967-1979 Ford Pickup	1936-1965 Cushman Scooter

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FALCONS FOR SALE



1961 Falcon Futura. Purchased new from Moody Ford of Independence, Missouri on 9/26/1961. My father purchased the car from the original owner at their estate sale 3/23/1981 and has been in our family since that time. Car is completely original except for exhaust system and gas tank. Has 90,500 original miles, absolutely no body work, or repainting. There are a few scratches and dents from almost 60 years, but the interior and exterior show beautifully. The 170 engine was overhauled (rings, bearings, valves ground) when engine had approximately 70,000 miles. \$9,000. Contact Gary Rose 281-300-0154 or rose51@flash.net. TX. 200103



1963 Falcon Futura Convertible, Rangoon Red with black top. 170 cu automatic, new fuel system, new top by previous owner, new battery. Wisconsin car by way of Florida, North Carolina owners. Also has been kept in storage past year due to husband's passing. 106,000 miles, Asking \$12,000. Contact Gina Lindsey, 262-483-4165 or jimgina2004@aol.com. WI. 191299

1963 Falcon Futura two-door Sedan (body 62C). This car was one family owned, 47,000 actual miles. It has V-8 260", automatic, and power steering. It is a bucket seat car with console. This car drives as new. The trunk area is as new, also. Can send pictures. NO RUST! ever. Asking \$14,500. Call Steve 360-430-0143. WA. 200120



1963 Rangoon Red Falcon Futura, excellent shape w/built 350 hp. 289, four-speed, 3.50 gears at rear, mint redone interior, headers, flow master exhaust, high rise intake and four carb, trick flow heads, new clutch, just gone thru. \$26,500. For details contact Jeff, 978-632-4372. MA. 191114

1964 Comet 202 four-dr. wagon project; 170 three-speed, neat options including interior light group, remote control driver's mirror, plus the "M" gas cap. \$3,495. 1963 Falcon four-door Deluxe, project; 170 three-speed, OEM A/C, runs good, but has been sitting, floor rust, but complete, \$1,995. 1962 Falcon Sedan Delivery project, RARE. Later model 200, "big" 3.03 three-speed w/floor shift, LR quarter damage, price includes two full L/R quarter panels \$2,995. 1951 Ford two-door Sedan; Flathead V8, overdrive, rewired, lots of recent work, runs/drives good, needs paint/body work, some mechanical attention needed \$6,995 OBO. Lenny Kellogg, lenkellogg@lpbroadband.net, 970-593-1964, or kelloggsgarage.com. CO. 200122

1965 Futura Convertible, vintage Burgundy 200 CI six, C4 transmission, bucket seats and console. Approx. 3,000 miles on restoration. \$20,000. James McCurdy, 717-369-4326, Fort Loudon, PA. 200199



1964 Falcon two-door Hardtop, V8 347, C4 transmission, 9" Ford rear end, 350 Detroit locker Fiberglass hood, front fenders, deck lid and bumpers. Fuel cell in trunk with battery on/off switch. Asking price \$15,000 OBO. Please call Richard for additional details 816-582-3653. 191220



1965 two-door Sedan, totally restored as a resto-mod, 12,000 miles on entire drive-train, tuned port fuel injection, AOD, 3:70 with posi, new everything, over \$43k just in parts, restoration done by professional shop, receipts and photos available, drive it anywhere. \$32,000 OBO. Call for details, 310-970-4664 or email lesbateman31@yahoo.com. Sherman Oaks, CA. 191211

1965 Falcon Futura, two-door, turquoise, 200 straight six. Rusty but complete. Best offer takes it away. Please contact James at dr.witherell@gmail.com. FL. 191210

1965 Falcon Ranchero blue/white 289/ V8 automatic \$11,000. 1964 Caliente two-door hardtop, Guardsman Blue, No engine. No tranny, original 289/4V "K" 210 hp, Not 271 hp, \$2,900. 1964 Comet 404 Wagon, Rangoon Red, V8/260, A/C, \$18,000. Other 1964-65 Falcons and Comets for sale. Call or text (fastest) 720-281-0940 or calicometcarlos@yahoo.com. CO. 20011



1965 Falcon, two-door Hardtop, New Mexico car, clean, straight, no rust, painted original Forest Green; V8, four-speed, \$11,550. Gary, 814-967-2234, Townville, PA. 191299

1965 Sprint, \$1,000. **1964 Sprint convertible** with salvage title, \$750. JL Branson, 4097 Hwy T, Marthasville, MO; ph 636-228-4501; cell 636-357-8522; jlwbranson@mail.win.org. 200199

PARTS FOR SALE

1960 NOS Falcon grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$1,999. 1964 NOS headlight assembly, \$300 pair. 1965 NOS headlight assembly, \$300 pair. 1962-63 NOS Falcon cowl top, \$199. 1964 NOS Falcon back-up lamp kit, part #C4DZ-15499-B2, \$359. NOS Falcon 1965 Falcon back-up lamp kit, part #C5DZ-15499-A, Hardtop/Sedan, \$359. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$199. 1964 NOS Falcon lens, no back-up, \$125. 1965 NOS Falcon lens, no-back-up, \$125. NOS 1963-65 Falcon Sprint California air cleaner, with PVC tube on top, \$399. 1963-65 Falcon Sprint air cleaner, \$135. 1963-64 Falcon/Comet T-10 four-speed, \$695. 1963-64 Falcon/Comet five-bolt bellhousing, \$150. 1965 Falcon/Comet six-bolt bellhousing, \$150. 1965-66 Mustang T-10 Tail Shaft, \$125. New 1965 Falcon/Comet six-cyl. brake drums, hubs, spindles, front outer wheel bearings, front inner wheel bearings, front wheel studs, \$400. 1963-65 Falcon/Comet, top loader shifter box, with linkage, \$450. 1963-65 Falcon/Comet four-speed tunnel, black powder coated, with top plate, \$399. 1963-64 generator bracket, \$100. 1965 NOS Falcon Ranchero/Wagon, gas cap, \$139. 1963-65 Falcon/Comet six-cyl. valve

cover, black wrinkle powder coated, \$125. 1963-65 Falcon/Comet air cleaner, black wrinkle powder coated, \$55. 1963 Falcon spears, perfect, used, \$300. 1963 Falcon spears, driver condition, \$100. 1963 Falcon hood scoop, new chrome, \$145. Rare Valvoline bench mat, with a 1965 Falcon Ranchero Monster Truck on it, 20"x17", \$155. 1964-65 Falcon/Comet console bracket (reproduction) \$125. Ford big block 3x2 setup, intake, carbs, linkage, air cleaner, filter, and more, \$2,100. Ford big block 2x4 setup, intake, carbs, linkage, air cleaner, filter, 3,500. Ford small block 2x4 setup, intake, carbs, linkage, air cleaner, filter, \$2,500. Carroll Shelby collection for sale, Hertz lighters, patches, signed posters, more items, More NOS, used and Scott Drake reproduction parts available, Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY. 200129

I have many items left over from a 1965 Ranchero restoration. Highlights, complete heater assy. with new motor, new core, new seals, new plenum, new fresh air connector, new defroster hoses. Original cables, \$200+freight. Steering box (1-1/8" sector shaft) and column with C4 PRNDL, linkage, shift and turn signal levers, C7ZR-3550A, \$200+freight. Original, complete 289 air clearer housing, with snorkel (thermostat and flap Inside), and heat riser, \$100+freight. Set of original front turn signals, lights, lenses, and brackets, (wiring cut). one right side light, bracket and lens. Left side bracket only. Original 1965 Ranchero exhaust manifolds, sandblasted and painted, C3DE-9431-A, C4OE-9430-A, \$100+freight. Set of four 14" Knock-off style Hub Caps. Nice, but some bends. \$200+freight. Complete, original trans mount. Restorable Falcon dash trim, C5DB-6204339-E, C5DB-6206036-D, C5DB-6204392-C, C5DF-10841-C, C4DF-10887-A. Speedometer, housing, black mask plate and lens. Two and three row crank pulleys, three row chrome fan pulley; bucket seat trim. Shock towers, ash tray, body to bumper seal new; alternator brackets. Original

switches and bezels including radio. Flex plate 28 oz new. Original window cranks (four) and inside door handles (two). Chrome Holley 4150 Carb., New Harbor frt. engine hoist with load leveler, used once. Email Mark Tompkins at crownvic51@frontier.com. OR. 200107

1960-65 Falcon/Comet radios, good looking, tested and working, \$150-\$250 each. 1960-66 Falcon seatbelts, OEM and aftermarket, many colors/condition levels; getting hard to find, \$60-\$300 per set. 1963-64 Sprint V8 power steering system with excellent chrome lid and dipstick, was working when removed, needs rebuilt power valve assembly, 95% complete; \$750. Four-lug 14" wheels, \$50 each, set of five, \$200. Four-lug 13" wheels, \$25 each, or five for \$100. Five-lug 13" wheels, \$50 each or five for \$200. 14" Falcon wire hubcaps (small spinners): #4 driver quality to #1 top condition \$175- \$550., set of four. 14" Galaxie wire hubcaps, (large spinners): #4 driver quality to #1 top condition \$175-\$550, set of four. 1960-67 Falcon station wagon tailgate cranks, driver quality to NOS w/keys, working, \$225-\$500 each. 1960-61 grilles, driver quality to NOS, \$75-\$350.; Dagenham four-speed bellhousing/ clutch fork, \$75; Two Dagenham shifter boxes: one lightly used, \$250, One NOS, \$425; T-10 four-speed, complete, buildable, narrow pattern, \$495 with complete shifter and trans. mount, \$695, with pedals, four-speed column, bellhousing, starter/ clutch, \$1,195. 1964 five-bolt C4 complete w/starter, dust covers, torque converter and Falcon tailshaft housing, came from a 80K mile car, \$495. NOS 1965 grille, headlight doors and emblem, \$1,965. 1964-65 NOS remote control mirror w/ matching NOS right side mirror, \$495. "Driver" Quality grilles: 1962, 1964-66, 1968-70, \$100-\$300 depending on condition. 1960-61 Comet dash clusters, nice condition, two to choose from, \$195 ea; 1966-70 NOS cigarette lighter elements (four), \$60 each. 1966

continued on page 20

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continued from page 19

Ranchero sheet metal: three sets of doors, ('66 Ranch only) \$100-\$300 each, three tailgates, \$200-\$500 each, stick shift pedal assemblies, \$250, Three '66 Ranchero only rear bumpers, OK driver quality to good cores, \$150-\$300, '66 Ranch rear bumper brackets, \$125 a pair; cowl grille covers, \$75 ea.; lots of small parts for '66 Ranchero: dash assemblies, dash parts, visors, brackets, emblems, etc.; call/email with your needs. 1968--70 LR taillight surround, excellent used condition, \$95. 1968-70 taillight lens, excellent used condition, \$50. 1970½ Falcon/Torino parts: front bumper, excellent used condition, \$325; bumper brackets for the same, \$200; front bumper rock shield, three pieces, needs some work, \$125. L/R front fenders, near perfect, \$300 each; excellent hood, \$300. Speedometer, gauges, bezel, shows 28K miles, \$100. All prices are plus shipping. Call or email Lenny Kellogg, lenkellogg@lpbroadband.net, 970-593-1964 or visit www.kelloggs garage.com. CO. 200122

Parting 1960-65 Falcons. Good sheet metal, lots of trim, mechanical parts, etc. Steve 360-430-0143. Thanx for driving a Falcon! WA. 200120

Don Branson's 35 year collection of good used parts for 1960-1969. Hoods, \$75, doors, \$75; grilles, \$150 to \$800; headlight buckets, transmissions, motors, radios, carburetors, interior/exterior chrome; seats, consoles, wheels, aluminum wheels; hubcaps, etc. Will sell the entire lot of parts for \$25,000 or a piece at a time. Parts from over 50 cars. JL Branson, call 636-357-8522 or jlwbranson@mail.win.org. MO. 191299

PARTS WANTED

Wanted: Falcon 289 HiPo exhaust manifolds, 1965 Falcon Wagon S.S. roof mouldings, 1964-65 Falcon/Comet Console, Call Vic Falcone, 518-355-7756 Or vfalcon64@aol.com. NY. 200129

Stainless steel trim for 1962 two-door Falcon windshield and back glass. Specifically need the small corner and center pieces but will take entire set. Please email photos of what you have for sale to mightyfalconracing@gmail.com. Thanks. Keith Davidson, 720-387-9339. 200104

Tissue Dispenser (C2AZ-19A549-A) in good condition for our 1963 Squire Wagon. Call or email John at 408-628-7397 or jliessandrello@msn.com. CA. 200116

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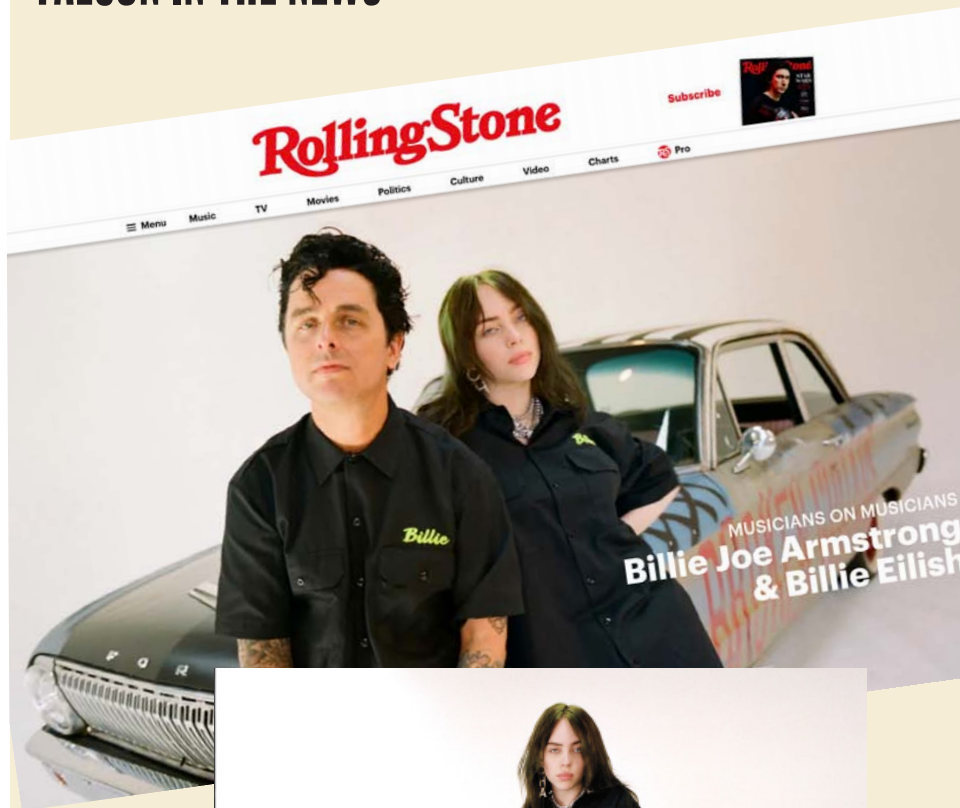


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FALCON IN THE NEWS



PHOTOGRAPH BY BRAD OGBONNA FOR ROLLING STONE. EILISH: HAIR BY TAMMY YI AT EXCLUSIVE ARTISTS; MAKEUP BY ROB RUMSEY. ARMSTRONG: GROOMING BY STANTON DUKE SNYDER.

Special thanks to Brad Smith (FCA #15348) who sent us the link to this story.

On the Cover of Rolling Stone

A 1963 Ford Falcon made the cover of a recent *Rolling Stone* magazine. The article highlights two musicians, Billie Joe Armstrong of the band Green Day who talks with Billie Eilish, a young American pop-star and songwriter.

The two are pictured with Armstrong's 1963 Ford Falcon in Los Angeles. In the article, he says he "bought the car for \$1,000 on Craigslist, rebuilt the engine himself, and had it brought in from his house in Newport Beach for this photo shoot."

Green Day is an American rock band formed in the East Bay of California in 1986 by lead vocalist and guitarist Billie Joe Armstrong and bassist Mike Dirnt.

Billie Eilish is an American singer and songwriter. She began singing at a young age and gained a following in 2016. Eilish is most known for her 2019 single "Bad Guy", which topped the Billboard Hot 100. She has been nominated for six Grammy Awards, including Record of the Year, Album of the Year, Song of the Year and Best New Artist. She is the youngest artist ever to have been nominated for the Big Four Grammy Awards. Eilish, 17, says "she has been listening to Green Day since she was nine."

—excerpted from the article
by Patrick Doyle
rollingstone.com

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